IN THE SPECIFICATION

Please amend the specification as follows:

Page 10, paragraph 5, please replace with the following:

Fig. 6 is the explanatory diagram showing an example of the clutch torque ~~setted~~ set by a feed forward control clutch torque computing unit; and,

Page 14, paragraph 2, please replace with the following:

Furthermore, the transmission output shaft 2a is rotatably inserted into the carrier 20 from the front, whereas the rear drive shaft 4 is rotatably inserted into the carrier 20 from the rear, and the first [[sung]] sun gear 15 and the second sun gear 17 are installed in a space central within the carrier 20. Then, the respective first pinions 16 and second pinions 18 on the plurality of pinion members 19 are both caused to mesh with the first sun gear 15 and the second sun gear 17, respectively.

Page 15, paragraph 2, continuing on to Page 16, please replace with the following:

The center differential 3 allows a thrust load to remain without being cancelled by using, for example, helical gears for the first and second sun gears 15, 17 and the first and second pinion gears 16, 18, and allowing a helix angle between those of the first gear train and the second gear train to differ from each other. Furthermore, friction torques generated at ends of the pinion member 19 are set such that the friction torques are separated to the surface of the first and second pinions 16, 18 and the fixed shaft provided on the carrier 20 through meshing and are generated when a resultant force of a tangential ~~loads~~ load is applied. Thus, by allowing a differential motion limiting torque proportional to an input torque to be obtained, the center differential 3 itself is also allowed to provide a differential motion limiting function.

Page 27, paragraph 2, continuing on to Page 28, please replace with the following:

At this time, while the front and rear axle control initiating differential speed $\Delta\omega$ctrfs is set so as to increase as the vehicle speed becomes faster in the map in Fig. 4, this is intended to relax the threshold value as the vehicle speed increases and to [[easy]] ease the degree of the engagement as the vehicle speed increases to thereby attempt to attain an improved fuel economy. In addition, while the front and rear axle control initiating differential speed $\Delta\omega$ctrfs is set so as to increase as the lateral acceleration Gy increases in the map in Fig. 5, this is intended to moderate the threshold value as the lateral acceleration Gy increases and to relieve the degree

of the engagement as the lateral acceleration Gy increases to thereby improve the turning performance of the vehicle.

Page 43, paragraph 4, continuing on to Page 44, please replace with the following:

~~In putted~~ Inputted into the feedback control clutch torque computing and outputting unit 52i are respective clutch torques T SMCctrf, T SMCctrr, T SMCFt and T SMCRr from the sliding mode control clutch torque computing unit 52g and respective clutch torques T pcctrf, T pcctrr, T pcFt and T pcRr from the deviation control clutch torque computing unit 52h.

Page 46, paragraph 1, please replace with the following:

Inputted into the tire diameter difference computing unit 54 are the lateral acceleration Gy from the lateral acceleration sensor 32, the vehicle speed V from the vehicle speed computing unit 51, the actual front and rear axle differential speeds $\Delta\omega$ctrf, $\Delta\omega$ctrr from the actual front and rear axle differential speed computing unit 52b of the feedback control clutch torque computing unit 52, the front actual left and right wheel differential speed $\Delta\omega$Ft from the actual front left and right wheel differential speed computing unit 52c, and the rear actual left and right wheel differential speed $\Delta\omega$Rr from the rear actual left and right wheel differential speed computing unit 52d. Then, the tire diameter difference computing unit 54 sets, while referring to the map set in advance, a tire diameter difference constant Rtr from a largest one ($\Delta\omega$) of the actual front and rear axle differential speeds $\Delta\omega$ctrf, $\Delta\omega$ctrr, a front actual left and right wheel differential speed $\Delta\omega$Ft and a rear actual left and right wheel differential speed ~~$\Delta\omega$cRr~~ $\Delta\omega$Rf which result when a pre set condition is established when the vehicle runs substantially straight and that the slippage is unlikely to occur on the four wheel.